SPECIAL PROJECTS WORKSHEET

Complete this worksheet to determine if the Regulated Project meets the Special Project criteria to receive LID treatment reduction credits. Special Projects are smart growth projects (e.g., small urban infill, high density, or transit oriented development) that can receive LID treatment reduction credits and use specific types of non-LID treatment, but only after the use of onsite and offsite LID treatment is evaluated. This Special Projects determination, and whether onsite and offsite LID treatment is feasible or infeasible, is subject to the Planning Division's review and approval.

1. Project Information:

Project Name: _____ APN #: _____ File No.: _____

Project Address: _____

Applicant/Developer Name: _____

2. Feasibility/Infeasibility of Onsite and Offsite LID Treatment:

☐ A Narrative Discussion is attached that describes the feasibility or infeasibility of using 100% LID treatment, onsite and offsite, as part of the project's stormwater management plan. (Note: See Appendix J, Section J.7 of the SCVURPPP C.3 Stormwater Handbook for complete narrative discussion instructions in order to use any LID treatment reduction credits identified in Section 4 below).

3. "Special Project" Determination:

Special Project Category "A" – Small Infill Projects:

Does the project have ALL of the following characteristics?

- ☐ Located in a San José designated downtown core area or downtown core zoning district, neighborhood business district, or historic preservation district;[1]
- ☐ Creates and/or replaces 0.5 acres or less of impervious surface;
- ☐ Includes no surface parking;[2] and
- ☐ Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping and stormwater treatment.

☐ No – Continue to Special Project Category "B" below.

☐ Yes – Complete Section 4, Category A below of the LID Treatment Reduction Credit Calculation.

Special Project Category "B" – High Density Projects:

Does the project have ALL of the following characteristics?

- ☐ Located in a San José designated downtown core area or downtown core zoning district, neighborhood business district, or historic preservation district[1];
- ☐ Creates and/or replaces an area of impervious surface that is greater than 0.5 acres, and no more than 2.0 acres;
- ☐ Includes no surface parking[2];
- ☐ Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping and stormwater treatment; and
- ☐ Minimum density of either 50 dwelling units per acre (for residential projects) or a Floor Area Ratio (FAR) of 2:1 (for commercial or mixed use projects).

☐ No – Continue to Special Project Category "C" below.

☐ Yes – Complete Section 4, Category B below of the LID Treatment Reduction Credit Calculation.

---

[1] See Special Projects Criteria Maps located at the following links: Special Projects Category A (Small Infill) and B (High Density) Location Criteria and Special Projects Category C Transit Oriented Development Location Criteria.

[2] Except for incidental parking for emergency vehicle access, ADA access, and passenger or freight loading zones.

Special Project Category "C" – Transit Oriented Development Projects:

Does the project have ALL of the following characteristics?

- ☐ At least 50% of the project area is within 1/2 mile of an existing or planned transit hub[3] or 100% within a Priority Development Area (PDA)[4];
- ☐ The project is characterized as a non-auto-related use[5]; and
- ☐ Minimum density of either 25 dwelling units per acre (for residential projects) or a Floor Area Ratio (FAR) of 2:1 (for commercial or mixed use projects).

☐ No (if "No" was selected in Categories A, B and C, the project does not qualify as a Special Project).

☐ Yes – Complete Section 4, Category C below of the LID Treatment Reduction Credit Calculation.

4. LID Treatment Reduction Credit Calculation:

(Note: Projects that qualify in multiple Special Project Categories may use the LID Treatment Reduction Credit from only one category.)

Category	Impervious Area Created/Replaced[6] (acres)	Site Coverage (%)	Project Density (DU/Ac or FAR)	Density/Criteria	Allowable Credit (%)	Applied Credit (%)
A			N.A.	N.A.	100%	
					Total Category A Credit:	
B				Res ≥ 50 DU/ac or FAR ≥ 2:1	50%	
				Res ≥ 75 DU/ac or FAR ≥ 3:1	75%	
				Res ≥ 100 DU/ac or FAR ≥ 4:1	100%	
					Total Category B Credit:	
C	N.A.	N.A.	N.A.	**Location credit (select one):**[7]		
				Within ¼ mile of existing/planned transit hub	50%	
				Within ½ mile of existing/planned transit hub	25%	
				Within a PDA	25%	
				Density credit (select one):		
				Res ≥ 30 DU/ac or FAR ≥ 2:1	10%	
				Res ≥ 60 DU/ac or FAR ≥ 4:1	20%	
				Res ≥ 100 DU/ac or FAR ≥ 6:1	30%	
			N.A.	**Parking credit (select one):**		
				≤ 10% at-grade surface parking[8]	10%	
				No surface parking[9]	20%	
					Total Category C Credit:	

[3] Existing "Transit hub" is defined as a rail, light rail, or commuter rail station, ferry terminal, or bus transfer station served by three or more bus routes (Note: A bus stop with no supporting services does not qualify). Planned transit hub is a station on the MTC's Regional Transit Expansion Program list, per MTC's Resolution 3434 (revised April 2006).

[4] "PDA" is an infill development area formally designated by the ABAG/MTC's FOCUS regional planning program.

[5] Category C excludes stand-alone surface parking lots; car dealerships; auto and truck rental facilities with onsite surface storage; restaurants, banks or pharmacies with drive-through lanes; gas stations; car washes; auto repair and service facilities; or other auto-related projects that are unrelated to the concept of transit oriented development.

[6] To calculate impervious area created/replaced, use the square footage shown in 2.g of the Pervious and Impervious Surfaces Comparison Table of the City of San Jose Project Data Form and then convert it to acres (÷ by 43,560).

[7] To qualify for the Transit Hub location credit, at least 50% of the project's site must be located within the ¼ mile or ½ mile radius of an existing or planned transit hub. To qualify for the PDA location credit, 100% of the project site must be located within a PDA.

[8] The at-grade surface parking must be treated with LID treatment measures.

[9] Except for incidental parking for emergency vehicle access, ADA access, and passenger or freight loading zones.